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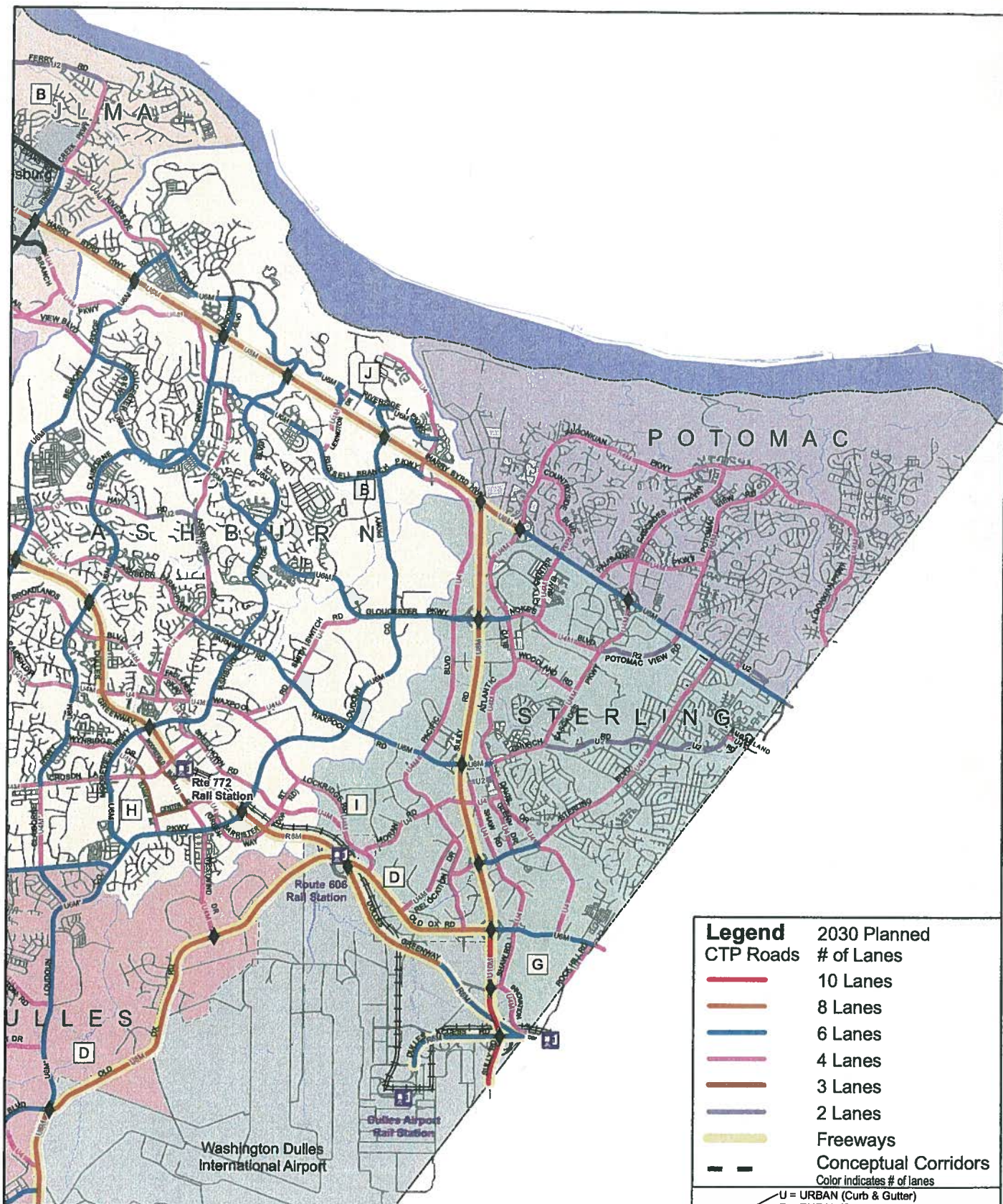
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Also, with much appreciation and many thanks to all staff throughout the Loudoun County Government and outside public agencies who worked on the Plan.

Consulting assistance provided by:

Michael Baker Jr., Inc.



Loudoun County Countywide Transportation Plan Update

Figure 2-1b
Revised Countywide
Transportation Plan
Eastern Loudoun Area



0 1 2
Miles

Legend	2030 Planned CTP Roads	# of Lanes
		10 Lanes
		8 Lanes
		6 Lanes
		4 Lanes
		3 Lanes
		2 Lanes
		Freeways
		Conceptual Corridors
		Color indicates # of lanes

U = URBAN (Curb & Gutter)
R = RURAL (Shoulder & Ditch)
U4M* 4 LANES IN 6 LANE RIGHT OF WAY OR
6 LANES IN 8 LANE RIGHT OF WAY
M = MEDIAN DIVIDED
2 3 4 6 8 10 = TOTAL # OF LANES

- Existing/Planned Interchange
- Existing/Planned Roundabout
- Planned Metrorail Station
- Metrorail



VA Route 7 (Harry Byrd Highway) and VA Route 287 (Berlin Turnpike), as well as extending VA Route 287 (Berlin Turnpike) on the south side of VA Route 7 Business (East Main Street) to VA Route 690 (Silcott Springs Road) as the Purcellville South Collector Road. Safety improvements will also be implemented on VA Route 287 (Berlin Turnpike). According to traffic projections, VA Route 287 (Berlin Turnpike) between Maryland and VA Route 9 (Charles Town Pike) could become significantly congested to require additional capacity by 2030.

- **All Secondary Roads (numbered 600 and above)** in the Rural Policy Area will be kept in their present state with essential improvements to be undertaken only where required for the safety of all users. Road improvements commensurate with impacts, but consistent with the Rural Road policies, are expected to be provided by residential and non-residential developments along rural roads.

a. Unpaved Roads

Loudoun County has a network of over 300 miles of unpaved rural roads that reflect the County's agricultural heritage. The unpaved rural road network has a natural traffic calming effect that permits their shared use for horseback riding and hiking and contributes to the quality of life sought by rural households. They are recognized as adding to the rural character that attracts tourists. They also facilitate the safe, efficient movement of farm vehicles. The County is committed to the preservation of a safe unpaved rural road network.

In any case, paving most of the unpaved roads is cost prohibitive given the level of funding devoted to the Secondary Road Improvement Program (SRIP) and the higher priority the County assigns to roads in the Suburban and Transition Policy Areas. If the County chose to pave every road in Loudoun it would take more than a century to do so at current funding levels.

The County recognizes that the higher the traffic volumes on unpaved roads the higher the maintenance costs incurred by VDOT; however, the cost of maintaining all of the unpaved roads in Loudoun County per year is less than the cost of paving one mile of unpaved road. Reductions of permitted rural densities as envisioned in the *Revised General Plan* have been implemented in part to mitigate the additional costs that higher traffic volumes incur and to maintain adequate levels of service and safety on the unpaved roads. The rural paved road network often serves the collector road function for the unpaved roads.

Under certain circumstances, unpaved roads must be paved. This situation occurs when VDOT can no longer provide adequate maintenance to keep the facility in operable condition. In such situations, the County supports the use of "Pave-In-Place" and "Rustic Road" standards. Both of these programs employ context-sensitive design techniques. The VDOT Rustic Road and Pave-In-Place programs are described in the sections that follow.

b. Rustic Road Program

VDOT manages a Rural Rustic Road program for any unpaved secondary road that carries at least 50 but no more than 1,500 vehicles per day. The engineering standards in this program are designed to preserve the significant historic and environmental features of these low volume roadways, while limiting impacts to the rights-of-way of the existing roads. The following VDOT guidelines apply to the Rural Rustic Road Program:

- Roadways must be unpaved and already within the State Secondary System.
- Roadways must be a priority (line item) in an approved Secondary Six-Year Plan, even if the funding source is not from normal, secondary construction allocations.
- The Board of Supervisors, in consultation with VDOT's Resident Engineer or designee, must designate by a specific resolution a road or road segment as a Rural Rustic Road.
- Roadway or roadway section must be predominately for local traffic use.

DRAFT March 2010



Evergreen Mills Road (VA Route 621). The roadway is currently a two-lane rural section, and is planned to be widened to a four-lane undivided section.

- **The Dulles Greenway (VA Route 267)**, a six-lane private toll road which connects the Dulles Corridor with Leesburg and points to north and west, traverses a short stretch of Transition Policy Area between Goose Creek and Sycolin Creek. The CTP identifies a future interchange location within the Transition Policy Area at Sycolin Road (VA Route 643), between the existing interchanges at Belmont Ridge Road (VA Route 659) (Exit 4) and Shreve Mill Road/Crosstrail Boulevard (Exit 3) (VA Route 653/VA Route 653 Relocated). The Dulles Greenway (VA Route 267) is ultimately planned to be widened to eight lanes, however, the Greenway owners have no plans to construct the proposed interchange at Sycolin Road (VA Route 643).
- **Sycolin Road (VA Route 643)** is a two-lane roadway which connects Leesburg with Belmont Ridge Road (VA Route 659) at Ashburn Farm Parkway (VA Route 900) in the Suburban Policy Area (Ashburn Community). Sycolin Road (VA Route 643) is ultimately planned to be widened to a four-lane divided section for its entire length, though funding for this widening has not been identified. A future interchange with the Dulles Greenway (VA Route 267) is depicted on the CTP, though the owners of the Greenway have no current plans to construct this facility.
- **Cochran Mill Road (VA Route 653)** is largely an unpaved roadway which connects Sycolin Road (VA Route 643) south of Leesburg with Russell Branch Parkway east of Leesburg. The CTP calls for realignment of the southernmost segment of Cochran Mill Road (VA Route 653) in order to remove the roadway from the Sycolin Creek floodplain. This realignment would move this southernmost segment of the roadway, from Sycolin Creek to Sycolin Road (VA Route 643), into the Transition Policy Area. The entirety of Cochran Mill Road (VA Route 653) is planned to be widened to a four-lane undivided section. No funding for this construction has been identified.

Transition Area Road Policies

1. Major collector and arterial roads that serve significant traffic outside of the Transition Policy Area will be planned for the necessary capacities and roadway sections to accommodate through trips.
2. Appropriate techniques will be used to visually signal travelers that they have left the Suburban Policy Area and entered the Transition Policy Area such as:
 - a. A reduction in the number of through travel lanes;
 - b. A change from a median-divided to an undivided section;
 - c. A change in speed limit;
 - d. Natural landscaping, including wider buffers;
 - e. The use of shoulder and ditch sections instead of curb and gutter sections;
 - f. Context-sensitive traffic calming features and techniques; and
 - g. Increased building setbacks.
3. Within the Transition Policy Area, the County supports VDOT's Secondary Street Acceptance Requirements (SSAR) that require that new streets must satisfy specific public benefit criteria to be accepted into the state system, including the connectivity of road networks (in accordance with the connectivity index criteria as defined in the SSAR), appropriate pedestrian accommodations and public service criteria. The net effect of these requirements will be to develop a grid of local streets with integrated bicycle and pedestrian access.
4. The County will work with adjoining jurisdictions to create seamless road connections across borders wherever possible.

DRAFT March 2010



pedestrian and bicycle bridges and underpasses, and urban decks.²

7. The Facilities Standards Manual shall be revised to promote the incorporation of traffic calming into the designs for new developments.

F. Private Streets

The use of private streets in Loudoun County is only allowed for appropriate types of development. The County requires frontage on a public road maintained by VDOT for nearly all types of development. Exceptions to this policy include structures in historic districts, family subdivisions and low density subdivisions in the rural policy area. During the rezoning process, the Board of Supervisors may grant modifications to permit the use of private streets for single-family detached housing. Private streets serving townhouse and multi-family uses in PD-H districts may be permitted by-right, because such lots are most often accessed by a travelway, which also serves as a parking area. Contemporary townhouse developments use perpendicular or angle parking along the travelways. This feature is not permitted by VDOT design standards. All private streets must meet the design and construction standards of the County's *Facilities Standards Manual* (FSM). Maintenance of these private streets is the sole responsibility of the identified private sector entity. Such streets are not eligible for acceptance into the public street system.

VDOT continues to advise against the use of private streets for new development because of concerns related to continued maintenance, road network development, and other issues. The County has taken steps with the *Land Subdivision and Development Ordinance* (LSDO) to prevent public liability for the maintenance of private streets.

Road maintenance is an expensive commitment as it includes snow removal, landscape care, trash cleaning, and other activities, as well as the repair of road surfaces, curbing and drainage facilities. Generally, the maintenance responsibility for private streets falls to the homeowners association (HOA) or similar organization.

For successful HOA maintenance, it is important that its road maintenance program be adequately funded for current operations and a sinking fund established for reconstruction and emergency repairs. The maintenance program must assure an adequate service level and be capable of providing access as soon as possible after snows or other emergency situations.

Transportation planning in Loudoun County has supported the concept of providing interparcel connections between adjacent development projects for appropriate land uses to create a network for use by local traffic. This practice keeps local trips off the major collector roads, freeing up capacity for through-trips and more regionally oriented traffic.

Private Street Policies

1. The County should continue to allow private streets in limited circumstances as provided for in and governed by the *Zoning Ordinance*, *Land Subdivision and Development Ordinance* (LSDO), and *Facilities Standards Manual* (FSM).
2. Neither the County nor the Virginia Department of Transportation will maintain any private roads. The maintenance responsibility will be ensured by a bond or other long-range surety approved by the County before approval of the private road. In each case where County ordinances allow private

² Urban decks are platforms of landscaped greens that span over major roadways. Examples include the park in Rosslyn, VA that spans over I-66 and other proposed urban decks in the region; one that would reconnect the Kennedy Center to nearby Washington, D.C. neighborhoods and another proposed for the Woodrow Wilson Bridge Project.



Performance: Transit services in Loudoun County will be held to performance standards and will be monitored and adapted on an annual basis to ensure the services are effective and efficient. Ongoing tracking of performance indicators and periodic review and modification of routes will provide enhanced accountability to the riding public and a quantifiable measure of success for new routes and service changes.

Integration: Connectivity between activity centers within and outside Loudoun County will be improved with the objective that no more than one transfer is needed to reach major activity centers outside Loudoun County. Within Loudoun County, existing transfer hubs should be extensively integrated with surrounding developments. Isolated park and ride lots should either be moved or greatly enhanced for pedestrian/bicycle access.

Service Hours: As funding is available, service hours will be expanded to synchronize fixed-route service with some early morning commuter routes and all returning evening trips. Limited Saturday service will be introduced with focus on retail, tourism, and other economic development opportunities. As such, extended evening and weekend service shall target both service employee and retail shopper needs.

Transit-Supportive Policies: The transit plan will include the policies that will foster greater transit use through incentives or management of parking, supportive services, and other public/private initiatives. Specific strategies to limit parking where walking or transit service is available and/or charge parking fees, employer transit reimbursement, guaranteed ride-home (rides given to transit riders who need to leave work for unexpected emergencies, etc.) and other supportive services will be investigated for applicability. In addition, at designated transit nodes, strategies to removing barriers for pedestrian, bicycle and wheelchair access to the transit node from surrounding neighborhoods (such as limited access highways or arterials with inadequate pedestrian crossings) will be identified. The transit node area and adjoining public spaces will be made accessible to persons with disabilities, to include the provision of such improvements as audible pedestrian signals.

B. Transit and Land Use

A number of land use attributes that enhance quality of life and support transit use include:

- A compact urban form, encouraging development around transit nodes while allowing for preservation of open space elsewhere,
- Economic development that attracts employers and businesses that desire to locate near transit,
- An increase in the number of residents and employees within a ¼ to ½ mile radius of a transit stop,
- A variety of complimentary land uses in transit corridors,
- A safe and aesthetically pleasing environment for pedestrians and bicyclists, and,
- A limited supply of free parking where transit provides an alternative to travel by automobile.

Of these attributes, compact residential and employment densities are the most important factors associated with transit use.² The greater the number of people near a transit system, the greater the potential ridership on that system (see Table 3-1). Similarly, areas of concentrated commercial development with a greater concentration of jobs per acre provide destinations for potential transit riders. While ridership is dependent on a variety of different conditions, a review of national and international research sponsored by the Federal Transit Administration (FTA) suggests minimum levels of transit service appropriate for various residential land use densities.

² Transportation Research Board, National Research Council, Transit and Urban Form, Transit Cooperative Research Program Report 16, Volume I, 1996.



Table 3-1 Relationship Between Residential Densities And Different Types of Transit Services³

Boris Pushkarev and Jeffrey Zupan (1982) recommend the following densities			
Service Levels			Density Thresholds
Bus: minimum service	½ mile between routes	20 buses/day	4 du/acre
Bus: intermediate service	½ mile between routes	40 buses/day	7 du/acre
Bus: frequent service	½ mile between routes	120 buses/day	15 du/acre
Light Rail:	25-100 sq-mile corridor	5-minute peak headways	9 du/acre
Rapid rail (Metrorail):	100-150 sq-mile corridor	5-minute peak headways	12 du/acre
Commuter rail (VRE):	Existing track	20 trains/day	1-2 du/acre

Transit Land Use Policies

1. The County will direct new development to identified transit corridors and zones that are outlined in the *Revised General Plan* for economic, environmental, social and other reasons that will improve the viability and cost-effectiveness of the future transit services and reduce traffic congestion in the Suburban Policy Area where applicable. The County will require design features to improve transit accessibility and efficiency, such as grid street patterns and streetscapes that accommodate pedestrians and bus stops.
2. The *Revised General Plan's* land use map depicts the two transit nodes located along the Dulles Greenway. Characteristics of these areas shall include:
 - a. Cooperation of property owners with the public sector (the County, WMATA, MWAA, DRPT, etc.) to provide adequate transit facilities and connections for all modes to support maximum use of the transit system; and
 - b. Major access roads will be located on or near the periphery of the Transit Nodes to avoid conflict with transit services and pedestrian traffic (e.g., Mooreview Parkway and Shellhorn Road).
 - c. Reducing parking requirements for development near transit nodes once transit becomes available in order to encourage transit usage. Techniques to achieve reduction in parking requirements may include: pricing, shared parking, reduced or maximum on site parking requirements, and on street parking counting toward on site parking requirements.
 - d. Strategies to remove barriers for pedestrian, bicycle and wheelchair access to the transit node from surrounding neighborhoods (such as limited access highways or arterials with inadequate pedestrian crossings). The transit node area and adjoining public spaces will be made accessible to persons with disabilities, to include provision of such improvements as audible pedestrian signals.
3. The County may permit interim development in transit corridors (Rt. 7, Rt. 50, Rt. 28 and the Dulles Greenway) at densities lower than those needed to support viable services. This will be limited to situations where there will be a tradeoff benefit (e.g., ongoing revenue stream to subsidize the service, analogous infusion of capital/in kind contribution, or combination) associated with the development, which promotes the viability of intended transit services.
4. Development of transit facilities and transit centers, defined as a fixed location where passengers transfer from one route to another, in the County's designated Urban Center is an integral part of the County Transit Plan; the designated Urban Center at Dulles Town Center is a critical origin, destination and transfer point of

³ Ibid



- c. The County will promote the use of transit services by transit dependent individuals through fare assistance and coordination of services with other transit providers within and adjoining Loudoun County.
- d. The County will promote the use of transit services with outreach efforts that may include public transit workshops and transit friendly user guides.
- e. The County will strive to continue bus transit services when gasoline tax funding resources are required to be devoted to Metrorail in the future. Strategies to continue these services may include development of new revenue sources for local and/or commuter services and increasing commuter bus fares to a self-sustaining level that would no longer require County subsidy.

F. Dulles Corridor Metrorail Project

The Dulles Corridor Metrorail Project is one of the County's and Region's priority transportation projects. Once completed, this system will bring rail transit service to Loudoun County with stops at Dulles Airport and at transit nodes in the vicinity of Route 606 (Old Ox Road) and Route 772 (Ryan Road) along the Dulles Greenway. This project is a result of a Major Investment Study (MIS), which recommended extending Metrorail from the vicinity of the West Falls Church station in Fairfax County through Tysons Corner and Reston along the Dulles Airport Access Road and along the Dulles Greenway into Loudoun County. Although not part of the current project, the Town of Leesburg envisions in its Town Plan an extension of Metrorail all the way to Leesburg, extending along the remaining length of the Dulles Greenway. The Dulles Corridor Metrorail Project has been incorporated into the regional CLRP, endorsed by the National Capital Region Transportation Planning Board (TPB). The project has been divided into two phases, with Phase 1 scheduled to be operational to Wiehle Avenue in Reston by 2013 and Phase 2 scheduled to be operational to Route 772 (Ryan Road) in the Ashburn area three years later. Construction on the first phase is funded and began in 2009; contracts and schedules are not yet in place for the second phase. Service on the new Metrorail line will continue from stations in the Dulles Corridor onto existing Orange Line tracks and serve existing Orange Line stations from East Falls Church in Arlington County to Stadium-Armory in Washington, DC. With the arrival of Metrorail service to Loudoun County, existing bus transit service will be altered to serve changing commuter patterns.

This project is considered particularly important for the County's transportation system as it provides vital surface transportation links to Dulles Airport and offers convenient commuting opportunities for County residents who work in Fairfax County and other jurisdictions in the Region's core. The Route 606 and Route 772 stations will include approximately 2,750 and 3,300 parking spaces, respectively, in support of regional commuters. The project will also benefit employees who travel "reverse commutes" from neighboring jurisdictions to employment centers in Loudoun County.

Without this project, congestion levels on all three major east-west roadway connections to Fairfax County and the Region's core may reach intolerable levels, leading to serious impacts on the economic health of the County. Moreover, by 2020, the region will need this project in order to stay within its emissions budget and satisfy the requirements of the Clean Air Act. The County has demonstrated its strong commitment to the project through the identification of local funding sources in the adopted Capital Improvement Program. These funds will be pooled with other funds dedicated by the Metropolitan Washington Airports Authority (MWAA), Fairfax County, as well as the state and federal governments.

On June 19, 2007, The Board of Supervisors authorized the County Administrator to sign the Memorandum of Understanding entering the County into a three-party Funding Agreement with Loudoun, Fairfax, and the Metropolitan Washington Airports Authority for the purpose of constructing Metrorail to Loudoun County.

Dulles Corridor Metrorail Project Policies

1. The County will facilitate the implementation of rail service in the Dulles Greenway corridor. This service will serve Fairfax County locations in the corridor and extend to Loudoun County stations at Dulles Airport, Route 606/Dulles Greenway and Ashburn (Route 772).



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- f. Warrant studies and traffic signalization at intersections;
 - g. Development and improvement phasing;
 - h. Interparcel connections beyond those required by the LSDO;
 - i. Design and implementation of alternative mode transportation networks;
 - j. Sidewalks, pedestrian road crossings, bicycle trails; with accompanying public access easements and maintenance agreements for those sidewalks and/or trails constructed outside of the right of way;
 - k. Land acquisition or contributions toward eminent domain proceedings;
 - l. Routing and scheduling construction and industrial traffic to minimize impacts on adjoining areas;
 - m. Contributions towards abandonment/vacation of right-of-way proceedings;
 - n. Travel Demand Management measures; and
 - o. Traffic calming measures.
- 4. When a roadway running through a property is designed for capacity in excess of that needed for the project, the excess capacity will be credited toward anticipated regional transportation impact-mitigation measures.
 - 5. The transportation capacity to serve a project must be in service at the commencement of the project, or when phasing a project, the transportation capacity to serve each phase of the project must be in service at the commencement of that phase.
 - 6. Bicycle and pedestrian facilities along CTR roads will be provided at the commencement of a project, regardless of whether connections from adjacent properties are already in place.
 - 7. Transportation proffers will contain a "cash-in-lieu" trade-in clause that may be exercised by the County when 3rd parties actually construct a proffered road improvement. The value will be based on actual cost at the time the cash-in-lieu trade-in is exercised.
 - 8. When converting a constructed improvement to a "cash-in-lieu" contribution, the area in which those funds can be used will be determined by the Board of Supervisors but shall be located within the Policy Area in which the project is located. For projects located within the Suburban Policy Area, the area for which the "cash-in-lieu" contribution will be located will be further defined by the Suburban Community in which the project is located.
 - 9. Where appropriate, the County will combine proffer funding from two or more funding sources (i.e. "road club") to provide expedited construction schedules for alternative transportation networks and road improvements.
 - 10. The County will value right-of-way dedications based on County pre-zoned assessment values at the time of the zoning map amendment application in accordance with Capital Facilities Proffer guidelines.
 - 11. Transportation improvements required by the LSDO or state regulations will not be accepted for transportation proffer credit.
 - 12. When transportation proffers are in the form of a cash contribution to a regional road improvement trust fund, the appropriate amount of such contribution will be guided by an analysis of acceptable levels of service based on volume to capacity ratios, the projected costs of additional road improvements, and projected funding levels throughout the plan horizon.



Implementation Topic	Objectives	Implementation Task
Transportation Demand Management Strategies	1. Reduce vehicle trips and vehicle miles traveled	1. Implement the TDM requirements for both residential and non-residential development
Infrastructure	1. Ensure adequate park and ride lot capacity is available	1. Locate, design and construct park and ride lots per Table 3-4 recommendations.
Public Outreach	1. Increase awareness of commuting options available to residents, employees and visitors	1. Promote commuting options with outreach efforts that may include marketing, transportation fairs, employer-based presentations, transit workshops and printed materials
F. BICYCLE AND PEDESTRIAN ACCOMMODATIONS		
Implement Bicycle and Pedestrian Mobility Master Plan	1. Ensure bicycle and pedestrian accommodations are integrated into the road network.	<div>1. Use the 2010 CTP and the Loudoun County Bicycle and Pedestrian Mobility Master Plan in the review of all development applications and ensure that these facilities are included in all scoping, planning, design, and construction plans.</div> <div>2. Create a bicycle and pedestrian facilities map detailing the location of existing and approved facilities. Integrate bicycle and pedestrian facilities into the road network.</div>
G. OTHER		
Rural/Historic Roads	1. Preserve the rural and historic character of roads through documented heritage areas, entrance corridors to historic districts and context-sensitive designs.	<div>1. Designate Route 50 as either an Historic Access Corridor or Historic Roadway District and Route 626 as an Historic Access Corridor.</div> <div>2. Work with the Town of Leesburg to designate Edwards Ferry Road from Battlefield Parkway east to River Creek Parkway as an Historic Access Corridor.</div> <div>3. Work with VDOT to find low-impact, case-by-case design solutions to solve traffic calming and safety issues in unique and sensitive environments.</div>



Ultimate Condition

Functional Class	Major Collector / Virginia Byway
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

101. VA Route 663 - Taylorstown Road

Segment	VA Route 665 (Loyalty Road) in Village of Taylorstown west to VA Route 663 (Downey Mill Road)/VA Route 668 (Taylorstown Road) intersection just west of Catoctin Creek bridge
Policy Area	Rural
Existing Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/Varies
Description	R2. Local access undivided rural collector. Design speed varies.
Ultimate Condition	
Functional Class	Major Collector
Lanes/Right of Way	2/ROW subject to OTS review – Additional ROW may be needed for turn lanes
Description	R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

102. VA Route 665 - High Street / Loyalty Road

Segment	VA Route 662 (Clarkes Gap Road/Factory Street) north and east through Village of Waterford to VA Route 666 (Browns Lane)
Policy Area	Rural



104. VA Route 668 - Taylorstown Road

Segment VA Route 663 (Taylorstown Road/Downey Mill Road) just west of Catoctin Creek bridge in Village of Taylorstown north to VA Route 672 (Lovettsville Road)

Policy Area Rural

Existing Condition

Functional Class Major Collector

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector

Lanes/Right of Way 2/ ROW subject to OTS review – Additional ROW may be needed for turn lanes

Description R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas and Corridor Policies of the Revised General Plan and the Heritage Preservation Plan.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

105. VA Route 671 - Harpers Ferry Road

Segment VA Route 9 (Charles Town Pike) north to US Route 340 (Jefferson Pike)

Policy Area Rural

Existing Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition

Functional Class Major Collector / Virginia Byway

Lanes/Right of Way 2/ROW subject to OTS review – Additional ROW may be needed for turn lanes

Description R2. Local access undivided rural collector. Left and right turn lanes provided where required for safety. Design speed determined by VDOT and OTS. Improvements will be constructed in conformance with the Heritage Resource Policies of the CTP and the Scenic Areas



Existing/Interim Condition

Existing Segment	VA Route 2020 Extended (Janelia Farm Boulevard) west to VA Route 659 (Belmont Ridge Road/Upper Belmont Place)
Functional Class	Major Collector
Lanes/Right of Way	4/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U4M. Controlled access median divided urban collector. Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class	Major Collector
Lanes/Right of Way	6/120 feet – Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description	U6M. Controlled access median divided urban collector. Future alignment study to determine location of new road segment in the vicinity of Lexington Drive, with the potential for a revised alignment to divert south across the proposed Lexington Drive bridge over VA Route 7 (Harry Byrd Highway). Refer to VDOT Road Design Manual for median crossover spacing requirements. Left and right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities	Refer to Table A in Appendix 6 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

173. VA Route 2401 - Riverside Parkway (VA Route 7 North Collector Road)

Segment VA Route 659 (Belmont Ridge Road/Upper Belmont Place) west to Fort Evans Road/VA Route 773 (River Creek Parkway)

Policy Area Suburban (Ashburn), Leesburg JLMA

Existing Condition

Functional Class	Major Collector
Lanes/Right of Way	2-4/120 feet
Description	U2/U4M. Controlled access undivided and median divided urban collector. Two-lane (U2) section between Goose Creek bridge and VA Route 773 (River Creek Parkway); four-lane divided (U4M) section elsewhere. Design speed varies.

Ultimate Condition

Functional Class	Major Collector
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Appendix 3

Improvement Priorities

This Appendix includes transportation improvement priorities for Loudoun County. Priorities have been identified within two sections. The first section identifies the County's top priority projects. The section that follows contains a more comprehensive list of priority projects that are necessary to complete the Countywide Transportation Plan (CTP) road network including associated bicycle and pedestrian facilities.

I. Countywide Priority Project List

The County's top priority projects for implementation are identified as follows (in no certain order):

- Completion of Northstar Boulevard (from Creighton Road to Tall Cedars Parkway)
- Completion of Waxpool Road and Ashburn Village Boulevard Intersection
- Expansion of Belmont Ridge Road to four lanes (from Route 7 to Brambleton, including the Route 7/659 Interchange)
- Expansion of Route 606 to four lanes (around the Dulles Airport)
- Completion of Parallel Roads to Limited Access Highways
- Completion of Route 7 westbound climbing lane from Leesburg to Route 9
- Completion of Sycolin Road Overpass at Route 7/15 Bypass
- Completion of Route 7/690 Interchange
- Identification and Construction of Bus Rapid Transit (BRT) Stations
- Bicycle and Pedestrian Connections, Safety Improvements and Programs
 - Safety Improvements in Established Communities
 - Route 7 Crossings from Fairfax County line to Leesburg
 - Connections to W&OD Trail from adjacent and intersecting roadways
- Trails
 - Connections to Franklin Park from Purcellville and Round Hill
 - Shared-use trail along Business Route 7 from Hamilton to Harmony Intermediate School
 - Connector between W&OD Trail in Leesburg to Whites Ferry
 - Shared-use trail between Algonkian Regional Park and Claude Moore Park
 - Connections to W&OD Trail from existing Suburban Community pathways
 - Sterling Park Open Space Trail System
 - Multi-use trail along Berlin Turnpike through Lovettsville connecting to W&OD and C&O Trail
 - Networks of sidewalks and multi-use trails in each of the Towns
 - Completion of a shared-use trail along the entire length of the Loudoun County Parkway
- Completion of Missing Road Network Links
 - Connection(s) between Routes 606 and 607 (Loudoun County Parkway)
 - Tall Cedars Parkway (from Gum Spring Road to Riding Center Drive)
 - Jennings Farm Road (from Augusta Drive to Cedar Drive)
 - Gloucester Parkway (from Loudoun County Parkway to Pacific Boulevard)

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